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ESTABLISHED 1836

PRESIDENT ASKS FULL POWER TO PRESERVE U. S. RIGHTS ON SEA

Appears Before Joint Session Of Congress For Authority To Establish A State Of "Armed Neutrality"—War Zone Plans Laid

Washington, D. C., Feb. 26.—President Woodrow Wilson went before congress in joint session at 1 o'clock this afternoon. He asked congress to empower him to use the forces of the United States to protect American rights on the high seas.

Full authority was sought by the president to establish a state of "armed neutrality."

The president has made full and detailed plans for protecting American ships desiring to enter the German war zone.

In his speech this afternoon, the president pointed out that, while he ardently desires peace, there is something greater than peace—the protection of the sovereign rights of the American and the untrammelled right of American ships to sail the seas, unmolested by any foreign nation. He demanded that these be upheld.

DUTCH MERELY TAKE ADDITIONAL GROUND IN FRANCE TO PROTEST?

Washington, Feb. 26.—Despite the belief, prevalent here, that the severance of diplomatic relations between Germany and Holland has been brought a step nearer by recent wholesale destruction of Dutch shipping it is considered virtually certain that for the present at least the Netherlands government will go no further than to make a vigorous protest, possibly warning the Berlin government and informing it that it will be held responsible for the loss of its vessels. Holland is reported as feeling that the recent losses, while being tremendous, can not compare with the dangers that would be wrought should relations be severed or hostilities commenced.

No orders have been given to halt Dutch ships chartered to carry goods to Holland. Five vessels carrying grain for the government now are on their way to Holland for inspection by British naval authorities. These vessels will go from Halifax to a Norwegian port, where their commanders will await instructions. The Netherlands government is endeavoring to arrange with the German and British authorities for a route the ships may take with safety to the Norwegian port to Holland.

SUFFRAGE REFERENDUM

Columbus, Feb. 26.—Opinion among lawyers seems to be overwhelmingly on the side of the right of calling a referendum vote on the Reynolds law giving women the right to vote for presidential electors, and the attorney general to whom appeal has been made, probably will give an opinion to that effect. The anti-suffragists say they will take the act to the people for their judgment, and there is no doubt that they will succeed.

WAR, WINTER, LABOR SHORTAGE COMBINE TO TIE UP COUNTRY'S FREIGHT AND CARS



FREIGHT CAR CONGESTION IN EASTERN YARD AND MAP SHOWING WHERE FREIGHT IS CONGESTED

The congestion of freight, blamed, at least in part, for the present high prices of food and other commodities, is a nation-wide condition, a traffic, industrial and commercial problem such as the country has not faced before. It all began with a suddenly inflated manufacturing activity, for which the war was almost solely responsible. This made an unprecedented carrying load for the rail systems and called for the guidance of a freight flood through channels enough different from the ordinary courses to present in itself an enormous problem. The problem, by makeshift measures largely, was on the point of solution when incidental hazards crowded in.

Take the congested area shown in

the map reproduced herewith, for instance. Industrial plants in this great manufacturing section (just as elsewhere) rapidly increased output until many were working night and day. This doubled both incoming and outgoing freight. It also doubled the demand for coal and labor. Under favorable circumstances freight facilities were taxed.

Then came a prolonged cold snap. Two weeks of zero weather benumbed the nerves of the freight system in Chicago. There was deep snow at Buffalo and Black Rock, among the most important of freight connections. At Detroit the river froze and four great freight carrying systems could make the crossing only through a tunnel adequate for one.

Railroading in severe weather calls for more coal, more locomotives and more men. In spite of increased output at the mines there was a coal shortage, for industrial plants were demanding coal and paying the price as never before. The very sluggishness of their own choked systems made it difficult to get what coal there was, and, railroad men relate, the coal they did receive was poor in quality, which meant less steam. Locomotives were not numerous enough for the emergency and the munitions makers had a corner on the labor market. Thus freight handlers were at a premium and switch points froze. In the picture are shown freight cars tied up in a great railroad yard.

SCHOOLBOYS ARE URGED TO CULTIVATE OWN PLOTS

Columbus, Feb. 26.—State Superintendent of Public Instruction Pearson wants 100,000 Ohio schoolboys of ten years or older to cultivate plots of ground of their own next summer. With this end in view, he wrote to all superintendents of the state, urging them to bring the plan to attention of pupils under their supervision and persons who would be likely to donate ground for such purpose. Plots of 1,000 square feet or more are recommended.

Pearson writes that such a scheme would "render a service to the boys and their communities by inculcating habits of industry, thrift, self-reliance, possibly self-respect." He adds: "Itemized account of expenditures

and receipts could be kept and reported at the opening of the next school year. If we can induce 100,000 of our boys to engage in such a laudable enterprise, they themselves, clad in overalls, will adorn the landscape and their activities will fructify and beautify our state."

Million Dollar Blaze. Louisville, Ky., Feb. 26.—Damage aggregating more than \$1,000,000 was caused by a fire which destroyed the elevators here of the Kentucky Public Elevator company, and which destroyed or damaged seventy-five freight cars standing on storage tracks belonging to the Illinois Central railroad.

15 SLEEPING MEN CRUSHED BY AVALANCHE IN IDAHO

Boise, Ida., Feb. 26.—An avalanche swept down on the buildings of the North Star mine, twelve miles north east of Hailey, Ida., demolishing the compressor house and bunkhouse, smothering and crushing fifteen sleeping men in the snow and debris. The bodies of nine miners have been recovered, six are missing and probably dead, and fifteen were injured, some seriously. Among the injured is Thomas Jay, mine superintendent. The Federal Mining and Smelting company, owners of the mine, had a force of men engaged in recovering

the dead. Possibility of finding any of the victims alive was minimized by the danger of precipitating a second slide across the canyon, and all rescue crews were ordered to stop their work.

Gerard to Sail For Home. London, Feb. 26.—James W. Gerard, former American ambassador to Germany; Mrs. Gerard and the members of the embassy staff left the Spanish capital on a special train for Corunna, where the party will embark for the voyage to the United States.

MILITIAMAN KILLED

Springfield, O., Feb. 26.—Omar Umpleby, member of Company B, Third regiment, died at the base hospital in El Paso, Tex., as the result of being stabbed by a Mexican, according to a telegram received by his parents, Mr. and Mrs. Thomas Umpleby of this city.

BURNED TO DEATH

Dayton, O., Feb. 26.—Dale Upford, twenty-six, well known young business man, was known to death in his automobile near the town of Vandalia. Farmers found the partly charred remains in the automobile, which was almost entirely destroyed.

RUN DOWN BY TRUCK

Columbus, Feb. 26.—Run over by an auto truck, Fred T. Wilmer, twenty-seven, died shortly afterward in the operating room at Mt. Carmel hospital. His head and chest had been crushed and his neck broken.

EXPORTS BLAMED FOR HIGH PRICES

New York Health Officials Urge Intelligent Buying.

REVIEW CONDITIONS IN CITY

Governor Whitman Authority For the Statement That No One Is Going to Starve — East Side Housewives Threaten to Keep Children From School—Situation in Other Eastern Centers of Population.

New York, Feb. 26.—Enormous increase in the exportation of staple articles of food, without a corresponding increase in production, and lack of intelligent economy in buying by housewives, are ascribed by the department of health of this city in a report as the chief reasons for steady rising prices.

The department declared "there does not appear to be any sudden or recently developed emergency in the food situation in this city," although there has been serious rioting in various parts of the city.

While the report asserts there is "obviously less dependency and need than has been common for many years past," it also says "it is apparent that unless the present high prices of food are reduced or controlled, or as an alternative the income of families which now maintain themselves on \$800 a year or less is increased by raise of wages or through relief agencies, there will be a constantly increasing number of people whose health will be jeopardized by their inability to buy sufficiently nourishing food at the present prices."

No financial aid from the city could ameliorate conditions. It was said, but an extension of the school lunch system and the teaching of intelligent buying "will go far to remedy such hardship as now exists in families which are living below a food standard which will maintain health."

Figures are presented to show that increases in exports of staple goods have ranged from 36 per cent in the case of mutton to 1,347 per cent in the case of cheese. Enough milk, in condensed form, was exported from the United States during the past year to supply this city for two years, according to the report.

"No one is going to starve," said Governor Whitman in a statement issued Sunday, "and it is foolish to assert that anyone has to. The people have simply got to eat what they can afford to eat."

Housewives who attended a mass meeting of the Mothers' Anti-High Price league on the East Side declared they would keep their children from the schools "if they do not give us enough to feed them." The meeting ended with the appointment of a committee of twenty-five to devise ways and means of relieving the present situation.

EFFORTS FUTILE

Housewives Unable to Reduce High Cost of Living.

Columbus, Feb. 26.—Members of the Housewives' league are frank to confess their efforts to solve the high cost of living in Columbus have been practically futile. The expedient of suggesting substitutes for popular foods has failed for the very good reason that an increase in the demand for the substitutes has resulted in advancing their cost. Retail dealers in foods say they are companions in distress with consumers. Some dealers assert a conviction that the pinnacle in prices has been reached and that even if there is no immediate drop, foodstuffs at least will go little higher.

Fund For Food Cost Probe.

Washington, Feb. 26.—An amendment to the sundry civil bill appropriating \$400,000 for an investigation by the federal trade commission of the high cost of food, passed the house, 83 to 51. The investigation was ordered by President Wilson, who directed that particular attention be given to charges of combinations to control food prices. The department of agriculture was asked to assist.

For Suffering Poor.

Philadelphia, Feb. 26.—A bill designed to relieve the suffering among the poor in this city caused by the high price of food products will be introduced in the legislature at Harrisburg tonight and efforts will be made to rush its passage. The measure would permit the city to purchase foodstuffs and sell them at cost to its citizens.

REPUBLICAN OBSTRUCTION

May Cause Defeat Of Important Measures

Congress Enters Upon Final Week of the Session.

FILIBUSTER IN SENATE BROKEN

Revenue and Bond Bill, Carrying \$400,000,000, Now Under Consideration by Unanimous Consent—Extra Session Danger Still Confronts the Senate—Leaders of the Minority Discuss the Situation.

Washington, Feb. 26.—The Sixty-fourth congress today entered upon the last week of its official existence still facing extraordinary legislative congestion.

Republican leaders who had threatened to defeat the emergency revenue bill by dilatory tactics agreed to a final vote on the measure next Wednesday night when confronted with the Democratic determination to hold the senate in continuous session. Danger of further efforts to force an extra session has not disappeared, however, for some of the minority insist that the president should be forced to summon the Sixty-fifth congress to be on hand for eventualities in the European crisis.

When the Republicans made peace with the desperate majority over the \$400,000,000 revenue and bond bill and agreed that appropriation measures might be considered by unanimous consent between now and Wednesday night, some of the minority leaders frankly confessed to the belief that the action would avoid necessity for an extra session. Among senators who held this view was Senator Smoot, acting minority leader. Senators Lodge and Borah and others would not concede this, although they admit that circumstances might develop during the week which would clear the situation materially.

Administration leaders, notwithstanding the possibility of further obstructive tactics interfering with the great army and navy appropriation measures and the sundry civil appropriation bill, are jubilant over the breaking of the revenue filibuster and expressed conviction that all differences yet to arise may be ironed out in the strenuous closing hours of the session.

Whether President Wilson is to go before congress before adjournment to discuss the relations between the United States and Germany the Democratic leaders in both houses frankly state they do not know. Many of them expect that he will, but do not profess to know what he will ask.

That nearly all pending general legislation so long urged by the president must fall at this season now is practically conceded by everyone. If the revenue, army and navy, sundry civil and minor appropriation measures still pending get through, that is all that the most sanguine Democrats expect. Substitution of a lump appropriation for the rivers and harbors bill is almost conceded. The public buildings bill is generally admitted to be dead. The flood control bill will be talked to death in the five hours allotted to it. Railroad legislation, the corrupt practices and conservation bills, all have practically no chance, even for consideration.

Three British Steamers Sunk. London, Feb. 26.—Three British steamers of an aggregate gross tonnage of 8,200 are the latest victims of German submarines, according to official reports.

STRUCK BY TRACTION CAR

Findlay, O., Feb. 26.—A Toledo and Bowling Green traction car struck a buggy at Bealer's Crossing, eight miles north of this city, killing three persons and fatally injuring two others. The buggy was occupied by Russell Green, living near Bealer's Crossing; his wife and four children. Mr. Green and two of the children were killed and Mrs. Green and the other two children were hurt dangerously.